

THE OMAHA DAILY BEE.

E. ROSEWATER, EDITOR.

PUBLISHED EVERY MORNING.

TERMS OF SUBSCRIPTION: Daily Bee (without Sunday), One Year, \$6.00; Daily Bee and Sunday, One Year, \$7.00; Six Months, \$3.50; Three Months, \$2.00; Sunday Bee, One Year, \$2.00; Daily Bee, One Year, \$1.50; Weekly Bee, One Year, \$1.00.

OFFICES: Omaha: The Bee Building, 201-203 Broadway, Corner N. and Twenty-fourth Streets. Chicago Office: 222 Chamber of Commerce.

NEW YORK: 201 Court Street, Washington: 501 Fourth Street, CORRESPONDENCE.

All communications relating to news and editorial matter should be addressed to the Editor.

BUSINESS LETTERS: All business letters and remittances should be addressed to The Bee Publishing Company, Omaha, Nebraska, and should be paid to the order of the company.

THE BEE PUBLISHING COMPANY.

STATEMENT OF CIRCULATION: State of Nebraska, Douglas County, ss.: George B. Tschuck, secretary of The Bee Publishing Company, being duly sworn, says that the actual number of full and complete copies of The Daily, Morning, Evening and Sunday Bee, printed during the month of June, 1898, was as follows:

Table with 2 columns: Number of copies and Total. Rows include 1. 44,000, 2. 32,175, 3. 30,583, 4. 30,687, 5. 30,485, 6. 30,906, 7. 30,596, 8. 30,740, 9. 29,750, 10. 29,648, 11. 29,805, 12. 29,750, 13. 29,753, 14. 29,500, 15. 29,045.

Total 896,101. Less returns and unsold copies, 19,153. Net total sales, 877,000. Net daily average, 29,234.

Sworn to before me and subscribed in my presence this 30th day of June, 1898. N. P. FEIL, Notary Public.

PARTIES LEAVING FOR THE SUMMER.

Parties leaving the city for the summer can have The Bee sent to the relatives by notifying The Bee business office in person or by mail. The address will be changed as often as desired.

What would the fakery do for fakes if it could no longer concoct its daily lies about Rosewater?

The reorganization of the Union Pacific apparently only began when the reorganized company took possession.

Under the loose pass system adopted, the wonder is not that the pass frauds are so many, but that they are not more.

Why not a permanent 25-cent admission to the exposition grounds Sunday afternoons and at least one night on week days?

Inquisitive Spaniards might be told that Americans learned to fight in the same way that they learned to provide their armies with refrigerated beef.

The last steamer which left Seattle for St. Michael carried 6,000 gallons of whisky among the provisions. And Alaska is under a rigid prohibitory law.

Of course, when The Bee shows up the flaccid abuses of free passes to the exposition, the Geraldine organ promptly jumps up to defend the pass frauds.

Those newly appointed bankruptcy commissioners will enter on their official duties just about the time the bankruptcy business is itself near the point of bankruptcy.

Second district populists are in no haste to hold their congressional nominating convention. They want to cut the agony of their foredoomed candidate as short as possible.

The recontractors in Cuba and the Sisseton Indians in South Dakota are vying with one another as models of regularity in the matter of drawings of rations from the government.

An ex-congressman from New Hampshire has been nominated to oppose Speaker Reed in his Maine district. None of the Maine democrats in his district care to try the forlorn hope.

The first trial of the 25-cent evening admission to the exposition seems to have been an unqualified success. A repetition will redound to the benefit of the exposition as well as to the public.

The exposition music bureau tried three times before it gave birth to a musical director. The labors of the Admissions bureau to produce a satisfactory pass inspector seem to be almost as complicated.

Officially the recent naval duel to the death near the mouth of Santiago harbor is to be known as "the Battle of July 3." No matter what it is called in the official reports, Americans will recognize it under any one of several names.

Railroad rates to the exposition must come down to bring visitors in numbers from distant points. The railroads that have contributed so liberally to the exposition fund doubtless realize this fact and the others should be made to realize it.

The populist candidate for attorney general in South Dakota is quoted as saying that "the war won't end until after election." This is born of the populist hope that the administration will make some mistake to furnish the populists with the campaign capital they so sadly need.

The visit of Vice President Hobart to the Thousand Islands in the St. Lawrence river is causing some nervousness in Canada. Now that Uncle Sam has acquired a taste for islands it is feared the chance to get a thousand on one string might prove a temptation for the vice president to compete with the president in the island swallowing game.

McKINLEY'S ULTIMATUM.

The terms of peace which President McKinley has decided to exact from Spain as outlined by dispatches from Washington cover these four cardinal points:

- First, the recognition of the independence of Cuba. Second, the cession of Porto Rico to the United States. Third, the cession to the United States of one of the Ladrone islands as a coaling station. Fourth, the cession to the United States of at least one coaling station in the Philippines.

Whether this ultimatum will be accepted to without further parleying or whether Spain will endeavor to secure a modification of the terms will not be known for some days. With the American army marching in force upon San Juan and Manila on the point of surrender to Dewey and Merritt, if not already occupied by the American forces, the acceptance of McKinley's ultimatum will become unavoidable within the next ten days.

Assuming that Spain accedes to the main points of the ultimatum there will still be several knotty collateral problems that will puzzle and perplex the diplomats in perfecting the final treaty of peace.

The independence of Cuba cannot be effected by a simple proclamation, the withdrawal of Spanish troops and abdication of sovereignty by Spain. There must be a government to recognize and a guaranty of protection to life and property for all inhabitants of the island. How the new republic of Cuba is to be organized, what is to be done about the Cuban debt and by whom the new republic is to be reinforced in its efforts to maintain itself in power against local uprising are questions that will force themselves to the front in the impending peace negotiations.

The annexation of Porto Rico by the United States and the acquisition of coaling stations in Australasia are subjects for congressional action as well as for the treaty-making power. While no money indemnity is demanded, the proposed cessions can be regarded only as a property indemnity in lieu of a money payment to cover the estimated cost of the war. Any other view would be a flat contradiction of the American declaration of war, which assured the world that it was to be waged not for conquest or territorial aggrandizement but solely in the interest of humanity.

HIGHWAYS OF THE SEA.

Only a year or two ago new rules of the road at sea were put in force by agreement among all the leading maritime nations. These rules prescribe the duties of mariners toward one another, what to do in case of a meeting of ships, the conduct of those who are in position to help others in distress and in general they regulate intercourse between those who meet on the highways of the sea. It was expected that these new rules, together with the extensive mapping of the seas and directions to steamships in the matter of routes at different seasons of the year and for different classes of vessels, would result in making ocean travel much safer. But the recent Bourgoigne disaster proves that ocean travel is yet lamentably unsafe.

The case of the Bourgoigne shows that reliance cannot be placed wholly on the watchfulness and care of those who direct the ocean steamships and the report of the board of inquiry at Halifax concludes with a recommendation that new steamship lanes be established across the Atlantic ocean. This appears to be necessary. Ocean travel has increased rapidly in recent years and now the Atlantic is traversed daily by hundreds of vessels, large and small. Well defined ocean lanes are essential to the preservation of this commerce and the safety of those who cross the seas. The disaster of July 3 last should result in the establishment of new steamer routes and greater safety to those who travel.

The fact that it has become necessary to establish definite routes for all vessels crossing the Atlantic and to place all steamship commanders under strict orders illustrates better than could be in any other way the extent to which the world has become smaller by reason of man's conquest of the mighty seas. The hemispheres are nearer to each other than ever before. The ocean highways unite rather than separate the nations.

TROLLEY CARS FOR FARMERS.

Practical application of electricity to the running of street cars was first made less than fifteen years ago, since which time the trolley has caused the retirement of nearly all horse and cable cars and has made possible most extensive enlargement of the street car systems of the larger cities of the world. The inventors have been busy perfecting the machinery for this system and the manufacturers have had all they could do to keep pace with the constantly growing demand for material for street car lines. Now that invention and manufacture have overtaken demand the trolley is ready to enter new fields.

An experiment is to be tried in Toledo, Ohio, where a company has been granted the right to run "rail wagons" on the streets. These are to be brought in from the country by electric power. The "rail wagons" are to be sent to the farms at night to be loaded with farm produce and vegetables and to be brought to the city quickly, where the produce will be marketed. It means the invasion of the rural districts by the trolley bringing to the farmers the advantages of speedy transportation and incidentally cheapening the necessities of life to the city purchasers.

The plan, although not new, having been suggested in several cities, remains yet to be given a practical trial. It seems much more likely to succeed than did the original trolley scheme fifteen years ago. If successful in a limited degree in the country the trolley will soon spread out all over country roads, especially those near large cities, and in time will revolutionize rural travel, traffic and social life.

Prof. Elliott Coues has been out in Colorado destroying a few traditions. He addressed the Zebulon Pike association at Colorado Springs and pointed out that Pike never ascended Pike's Peak.

nor did he come nearer to it than within sixteen miles of its base. He was not the first white man to see the peak that bears his name, as the Spaniards, who had come from the south, were familiar with it many years before the great explorer gave it his name. But Pike's Peak would be a good place for the proposed monument to Pike, for his fame belongs to the entire transmississippi region and his name is linked with that of Colorado's most picturesque mountain peak.

WORK FOR THE AUDITING COMMITTEE.

While the investigation into irregularities, abuses of privilege and frauds upon the expositors will take up much of the time of the special committee recently appointed by the directors, the most pressing and important duty devolving on this committee is the thorough checking up of the books and accounts through reliable experts.

An auditor or comptroller entirely independent of the officers charged with the receipt and disbursement of the exposition funds has been a long-felt want which should have been filled months ago. Under the peculiar organization of the exposition, the office of treasurer has been nominal only. The secretary has been the general factotum for receiving revenue, drawing warrants and issuing vouchers, checking out the bank deposits, supervising the bookkeeping and ticket selling. The so-called auditor has been merely the secretary's clerk, just the same as all the other employees in the Ways and Means department outside of the Bureau of Music.

With the tremendous amount of detail work transacted by this one man, it is not in the least surprising that no intelligible or complete financial exhibit has been obtainable up to date, that the statements made from time to time have been crude and that the ticket and gate systems call for radical revision. Without imposing upon anyone's integrity or reflecting upon anyone's competency, it is a matter of grave concern to the stockholders that every transaction involving the receipt or paying out of money shall be subjected to the scrutiny of a responsible auditor and the books balanced.

This work would have to be done in any event before the affairs of the exposition are finally wound up. If delayed until after the exposition closes, it would not only be more intricate, but would be too late to remedy any abuses or introduce any reforms that may suggest themselves as in the interest of the exposition.

On the occasion of celebrating its thirty-fourth birthday a few days ago the Boise, Idaho, Statesman published some old-time advertisements culled from the first issues of the paper and also the Boise City directory produced by the latter.

The latter shows that war time prices out west thirty-four years ago were quite different from the prices of today. Beans were quoted at 15 cents a pound; cucumbers, 75 cents; onions, 75 cents; cabbage, per pound, 20 cents; green corn, per dozen, 75 cents; onions, per pound, 75 cents; oats, per pound, 12 1/2 cents; butter, per pound, 81; and hay, per ton, \$35 and \$40. And money was not so plentiful at that time that a premium was offered on 3 per cent government bonds.

Now that the hole in the city treasury has been compromised with the bondsmen held responsible for it, the profit and loss on the city's financial exhibit should be properly adjusted and the suspended accounts closed up. The city should be able to tell exactly where it stands financially at any moment.

Residents of American sea coast cities who have been crying for many years for more money for harbor protection and defenses from a possible invading fleet are watching with unassuming interest the preparations being made for projecting extensive fortifications covering the harbor of Honolulu.

There are 6,000 people in Omaha who responded to the call for subscriptions to the exposition at a time when contributions counted. Every one of these stockholders has a vital interest in having all leaks at the gates effectually stopped.

Texas populists evidently failed to lay a very good foundation for fusion. They adopted a platform indorsing the administration in its conduct of the war and condemning in unmeasured terms the democratic maladministration of the state.

Missouri democrats who renominated Congressman DeArmond this week adopted a resolution favoring him for speaker of the next house. If the republicans should decide upon electing a democrat for speaker he is just the man for the place.

Will Wait in Vain.

New York Mail and Express. The nation awaits with interest Colonel Bryan's comment upon the refusal of the Santiago merchants to accept American silver dollars at more than 50 cents each.

Ready for Peace.

Kansas City Journal. The success of our arms has been so marked and so complete in every engagement, both on land and sea, that the country is quite prepared for an equitable peace.

Can't Praise the Exposition Too Much.

Cedar Rapids Republican. Whatever the success of the Omaha exposition, every one who returns from it speaks in the highest terms of the exposition. Many find it as enjoyable as the World's fair itself. When the weather is a little cooler there is bound to be a large attendance from Iowa.

Pride of the Nation.

Baltimore American. The Omaha Exposition may not be attracting much attention just now in this part of the country, but the attendance has been very good, and the show will not be a failure, by any means. It is in many ways a very notable display, and those who have seen it are loud in their praises of it. A large amount of money was expended for the purpose of showing the people of the Mississippi country could do, and the result is an exposition of which the whole United States may feel proud.

No Friction in Cuba.

Baltimore American. The prospect of friction between the forces of the United States and of Cuba has faded out. Representatives of the Cuban government in the United States are unanimous in their opinion that the cause of it, which was General Garcia's withdrawal from General Shafter's army, Gomez, the Cuban general in chief, whom

future war will surely place among the first and foremost of our nation's heroes, and to our military operations in his country. And the United States government at Washington and General Shafter in Santiago, in their consideration and kindly attitude toward the complaining General Garcia, provide the best proof of American good faith with the Cubans.

Hardships of the Havaneese.

The beleaguered Havaneese are at famine's edge, and news of the abundance in which our Spanish captives live will make them all wish that they were captives, too, with generous rations, cigarettes galore, friendly and considerate treatment, every suitable privilege which can sweeten captivity and abate its rigors. In Havana the sweet potato, which was 1 cent a pound before the blockade, is now 50 cents in gold, and other foodstuffs, while the gold dollar is worth \$13 in paper money, this makes the sweet potato their principal provender, worth in the prevailing currency \$6.50 a pound, and no army or community can long maintain itself at that rate. Blanco will soon lose much of his army of defenders by force of famine, and all his encouraging proclamations will be powerless to hold it together.

A FAMOUS MEETING.

Colonel Bryan's Conference at Creston with Political Brigadiers.

Colonel William J. Bryan's advance from Omaha to the sea was punctuated with beautiful political incidents. As the newspapers come in from towns along the route of the colonel's advance we obtain more material for the history of this most interesting event. We have now, for example, an authentic account of the arrival of the "Silver Regiment" at Creston, Ia., and the occupation of that town. The narrative is furnished by the Creston Citizen, a Bryanite organ which has been in the city since the late '90s. "Democracy as formulated by Jefferson, as expounded by Bryan, as declared at Chicago." Such is one half of the platform of the Creston Citizen, in black type at the head of its columns. The other half is printed in red ink. "Remember not only the Maine, but every man who cast his vote for the bond issue; keep in mind until election day."

It appears that Mr. S. R. Davis, the editor of the Bryan organ at Creston, is not only a personal acquaintance of the colonel, but also a personal acquaintance of the colonel's, who has never beheld his great chief in full regiments, and of course, he was on hand at the railroad station long before the train was due. It had been arranged that the general plan of campaign from Omaha eastward contemplated just the same program of platform appearances, universal handshakings and brief speeches as had distinguished Mr. Bryan's previous tours when planning a more peaceful role. This plan was available for the law to surround her with the same defense that a sister has against a brother, by causing marriage with her to be out of the bounds of possibility. No one familiar with the customs of the various races of mankind will deny that similar laws have been enacted elsewhere, but it is doubtful if the English law has ever created the desired sentiment. The best evidence of this is to be found, not in the repeated passage of bills legalizing these marriages through the House of Commons, for the House has always known that the bills would not be accepted by the House of Lords, but in the fact that practically all the colonial legislatures have adopted similar measures. Of course, these laws have only become operative with the approval of the secretary of state of the home government, which recognition is in one part of the empire what it condemns in another. The result has been that the offspring of these colonial marriages have been in England only partly legitimate.

M. Lockroy, the new French minister of marine in his recently published program for the French navy, said, among other things: "The Spanish-American war has already presented circumstances from which we should profit. The success of Admiral Dewey at the Philippines was due to the rapidity of his action, and this rapidity could not have been obtained but for the swiftness of the ship he commanded. For the same reason Admiral Cervera could not conduct his fleet from Santiago de Cuba, passing, so to speak, under the nose of the Americans, because their ships were endowed with a superior speed. Superior speed in war ships is therefore a prime necessity. You can comprehend, moreover, the difficulties pertaining to the hostile fleets, to the Spanish fleet quite as much as the American fleet, in providing themselves with coal. If some one has said in a general way that money was the sinews of war one may affirm that coal is the sinews of naval warfare. It is therefore indispensable that every power possess on the route to its colonies numerous coaling depots, strongly protected. It does not appear that France has yet sufficiently occupied herself with this important question. We are a trifle ill-prepared as regards coaling stations, and our ships, in case of war, would risk much, if they had to follow our course in order to defend our threatened colonies, by finding themselves immobilized at the end of a few days' voyage. Let us therefore create coaling stations and construct torpedo-boats."

Not the least remarkable feature of Queen Victoria's reign, considering its eminently pacific character, is the enormous number of wars, "big and little," that have marked its progress. Scarcely a twelve-month of this period has passed indeed without finding England engaged in some part of the world. The following is a list of them: Afghan war, 1838-40; first China war, 1841; Sikh war, 1845-46; Caffre war, 1846; second war with China, second Afghan war, 1849; second Sikh war, 1848-49; Burmah war, 1850; second Caffre war, 1851-52; second Burmah war, 1852-53; Crimean war, 1854; third war with China, 1856-58; Indian mutiny, 1857; Maori war, 1860-61; more wars with China, 1860 and 1862; second Maori war, 1863-66; Ashanti war, 1864; war in Bhootan, 1864; Egyptian war, 1869-68; war with the Baxotes, 1868; third Maori war, 1868-69; war with Looshais, 1871; second Ashanti war, 1873-74; third Caffre war, 1877; Zulu war, 1878-79; third Afghan war, 1878-80; war in Basoutland, 1879-81; Transvaal war, 1879-81; Egyptian war, 1882; South African war, 1880-81; Burmah war, 1885-82; Zanzibar, 1890; India, 1890; Matabele war, 1894 and 1895; Camptal campaign, 1895; third Ashanti campaign, 1896; second Soudan campaign, 1896.

The European military spirit is manifesting itself quite strongly in Switzerland. An official report has been completed showing how many drilled and equipped soldiers could be put in the field for national defense. A synopsis of the report shows that Switzerland could furnish for the field an army of 502,254 men in the field. It is not generally known that every citizen of the republic of military age, not exempt on account of bodily defect, has to bear arms, and in the case of which the children are instructed at school, from the age of 15, passing through annual exercises and reviews. Such military instruction is voluntary on the part of the children, but is participated in by the greater number of pupils at the upper and middle schools. The troops of the republic are divided into three classes: (1) The Elite, (Auszug), consisting in general of all men able to bear arms from the age of 20 to 32; (2) the Landwehr, comprising all men from the thirty-third to the forty-fourth year; (3) the Landsturm, which can only be called out in

OTHER LANDS THAN OURS.

Arrangements are now being made in Paris by which the widows and orphans of the officers and men of the ill-fated Bourgoigne, sunk near Sable Island, are to be benefited. It is estimated that about 190 families of servants of the company are left without support by this calamity. The company's rules provide that sailors' widows shall be in receipt of an annual income of \$25 for a number of years equal to those of the service of the deceased. Engineers and Lieutenants' widows are accorded \$72 a year, chief engineers' and second officers' widows \$95 and the captain's widow \$120. In addition \$20 a year is allowed for each child under 14. It is a good thing for relatives of those who lost their lives that the matter has not been left here, or the little money which the company will give would have gone but a short way toward supplying even the necessities of life. But the government has taken the matter up, and the minister of marine has promised liberal assistance to the widows of officers and men. A committee has also been formed to organize a public subscription.

Numerous delegations from the French Chamber of Commerce and from industrial syndicates have petitioned M. Marquisse, minister of commerce, to do all he can toward concluding an arrangement with the United States, under the provisions of the fourth section of the Dingley act. M. Marquisse urged the government to lose no time, because the time for taking advantage of the fourth section and obtaining reductions expires July, 1899. The desire among all commercial classes here for such an arrangement is all the more eager because the statistics just published reveal the fact that in the last six months American purchases in France amounted to only \$7,600,000 francs, as against American purchases in the corresponding period of 1897 which came to 138,000,000 francs. This is a falling off of 94 per cent. The women's underwear and artificial flowers, the total French exports in the half year just ended are 1,688,000,000 francs, instead of 1,806,000,000 francs in the same period of last year, showing a loss of 118,000,000 in exports alone.

In spite of the usual opposition of all the bishops the British House of Lords has passed its third reading the bill legalizing marriage with a deceased wife's sister when contracted in the colonies. Such marriages were not necessary void in the United Kingdom until about sixty years ago, although they were voidable and frowned on by the church, but they have since been forbidden. Curiously enough, the most forcible argument in favor of the prohibition of these unions was made by the philosopher of Hume. That philosopher observed that in the homes of the common people the most natural assistant at almost all times, and especially in emergencies, was the sister of the wife. As she was unprotected by any natural guardian, Hume reasoned that it was desirable for the law to surround her with the same defense that a sister has against a brother, by causing marriage with her to be out of the bounds of possibility. No one familiar with the customs of the various races of mankind will deny that similar laws have been enacted elsewhere, but it is doubtful if the English law has ever created the desired sentiment. The best evidence of this is to be found, not in the repeated passage of bills legalizing these marriages through the House of Commons, for the House has always known that the bills would not be accepted by the House of Lords, but in the fact that practically all the colonial legislatures have adopted similar measures. Of course, these laws have only become operative with the approval of the secretary of state of the home government, which recognition is in one part of the empire what it condemns in another. The result has been that the offspring of these colonial marriages have been in England only partly legitimate.

M. Lockroy, the new French minister of marine in his recently published program for the French navy, said, among other things: "The Spanish-American war has already presented circumstances from which we should profit. The success of Admiral Dewey at the Philippines was due to the rapidity of his action, and this rapidity could not have been obtained but for the swiftness of the ship he commanded. For the same reason Admiral Cervera could not conduct his fleet from Santiago de Cuba, passing, so to speak, under the nose of the Americans, because their ships were endowed with a superior speed. Superior speed in war ships is therefore a prime necessity. You can comprehend, moreover, the difficulties pertaining to the hostile fleets, to the Spanish fleet quite as much as the American fleet, in providing themselves with coal. If some one has said in a general way that money was the sinews of war one may affirm that coal is the sinews of naval warfare. It is therefore indispensable that every power possess on the route to its colonies numerous coaling depots, strongly protected. It does not appear that France has yet sufficiently occupied herself with this important question. We are a trifle ill-prepared as regards coaling stations, and our ships, in case of war, would risk much, if they had to follow our course in order to defend our threatened colonies, by finding themselves immobilized at the end of a few days' voyage. Let us therefore create coaling stations and construct torpedo-boats."

Not the least remarkable feature of Queen Victoria's reign, considering its eminently pacific character, is the enormous number of wars, "big and little," that have marked its progress. Scarcely a twelve-month of this period has passed indeed without finding England engaged in some part of the world. The following is a list of them: Afghan war, 1838-40; first China war, 1841; Sikh war, 1845-46; Caffre war, 1846; second war with China, second Afghan war, 1849; second Sikh war, 1848-49; Burmah war, 1850; second Caffre war, 1851-52; second Burmah war, 1852-53; Crimean war, 1854; third war with China, 1856-58; Indian mutiny, 1857; Maori war, 1860-61; more wars with China, 1860 and 1862; second Maori war, 1863-66; Ashanti war, 1864; war in Bhootan, 1864; Egyptian war, 1869-68; war with the Baxotes, 1868; third Maori war, 1868-69; war with Looshais, 1871; second Ashanti war, 1873-74; third Caffre war, 1877; Zulu war, 1878-79; third Afghan war, 1878-80; war in Basoutland, 1879-81; Transvaal war, 1879-81; Egyptian war, 1882; South African war, 1880-81; Burmah war, 1885-82; Zanzibar, 1890; India, 1890; Matabele war, 1894 and 1895; Camptal campaign, 1895; third Ashanti campaign, 1896; second Soudan campaign, 1896.

The European military spirit is manifesting itself quite strongly in Switzerland. An official report has been completed showing how many drilled and equipped soldiers could be put in the field for national defense. A synopsis of the report shows that Switzerland could furnish for the field an army of 502,254 men in the field. It is not generally known that every citizen of the republic of military age, not exempt on account of bodily defect, has to bear arms, and in the case of which the children are instructed at school, from the age of 15, passing through annual exercises and reviews. Such military instruction is voluntary on the part of the children, but is participated in by the greater number of pupils at the upper and middle schools. The troops of the republic are divided into three classes: (1) The Elite, (Auszug), consisting in general of all men able to bear arms from the age of 20 to 32; (2) the Landwehr, comprising all men from the thirty-third to the forty-fourth year; (3) the Landsturm, which can only be called out in

America's latest captive town in Porto Rico is pronounced Ponta. The Springfield armory is turning out nearly two and a half times as many guns per month as during the busiest days of the civil war. An American newspaper man in London says that A. Conan Doyle, the author, looks like a prize fighter or a hammer thrower out of training. There is no accounting for tastes, and certainly nobody would try to account for the taste that named the Nova Scotia town of Pugwash, which burned on Monday. The brook bust on the monument to Henry George, unveiled at Greenwood cemetery, Brooklyn, yesterday, was the work of Richard F. George, a son of the man honored. The bust stands on a base of Quincy granite 7 feet 2 inches high. Thirty-three years ago J. A. Sellers of South Carolina insisted on Chesterfield in company D under M. C. Butler. A few days ago J. A. Sellers, Jr., his son, enlisted from the same place in a Company D under the same man Butler, who is now General Butler. Young women employed as trolley car conductors by a street railway company at Vincennes, Ind., began work for the first time Sunday. The uniform is of black, much like the average bicycle costume. The wages are about \$5 a week. At Madison, Ind., where the same innovation is being tried, confessedly for economy's sake, there is great indignation among all classes of people, as it has deprived many men of employment.

WASHINGTON, July 30, 1898.—This is Exodous Day at the national capital. The executive departments will lose a third of their force by the departure of that portion of Government clerks on their annual vacation. Now's the time when the Ins have their outs.

Is suggested by the season's fashion of middy suits for small boys. Nothing could be prettier or more becoming than is the togger of these tars in miniature. And pretty as they are, and well made, they are not expensive, as children's clothing goes. Doesn't your boy want one, and wont you take the time to visit our children's department and enjoy a view of the finery for the little fellows?

ROYAL BAKING POWDER. The Royal is the highest grade baking powder known. Actual tests show it goes one-third further than any other brand.

time of war, consisting of all citizens not otherwise serving, between the ages of 17 and 30, or all the ex-officers of 55. The period of actual service varies in the different cantons, but there are certain general muster days. The status of the army is preserved by countless so-called military clubs, the fundamental laws of the republic forbidding the maintenance of a standing army. According to the report of the military department, the Elite includes 550 officers and four army corps, averaging about 35,000 men apiece, besides the special corps of Gothard and Saint-Maurice, making 147,000 men in all. The different services of the Landwehr include 82,283 officers and men. The armed Landsturm has a total of 53,471 men, and the unarmed Landsturm of 218,309.

REPORTS ON THE NAVAL BATTLE.

Baltimore American: Schley says there was glory enough for everybody in the battle of Santiago. An appreciative country will take care that he sees his share. Washington Post: With all the facts thus before the world, full justice is sure to be done, and congress in due time will fairly bestow the rewards, it is safe to predict, the gallant Schley will receive more liberal treatment than has been his measure at the hands of his superiors. Minneapolis Journal: The reports show that the Brooklyn was hit more times than any other vessel in the fleet. Notwithstanding this fact and the fact that she was the flagship of the commander of the second squadron, that commander received a word of praise, not even of approval, from the admiral commanding the squadron. Decidedly Sampson might have done better.

Chicago Tribune: A striking example of the modesty and unselfishness of our officers is furnished in the scene which took place between Capt. Philip and Commodore Sampson when the latter officer was gathering the material for his report. "Well, Jack," said the admiral, "how many ships do you claim to have sunk?" "None," replied Philip. "The Texas merely tried to do her duty; that's all." A brave man is no braggart.

Chicago Tribune: The story has now been fully told, and it is a creditable one to all concerned. The partisan friends of Schley and Sampson may be disappointed, but it is to be hoped there will now be an end to their contention. When the war is over it will be time to renew the discussion. History may be relied upon to decide correctly who was the real victor in "the battle of July 3." Contention on that point at present will do more harm than good.

Chicago Times-Herald: It is quite evident, however, from Admiral Sampson's report, that the brunt of the battle was borne by Commodore Schley's flagship, the Brooklyn, although the Oregon, Iowa and Texas performed marvelous service and were subjected to a heavy fire from the Spaniards. The Oregon and her crew again covered themselves with glory by magnificent bursts of speed on the part of the ship and accurate deadly fire on the part of the men.

Boston Globe: No one will say, after reading Commodore Schley's report to his official superior, that the hero of the running fight off Santiago is not an adept in the use of words. How apt is the reference to "the squadron under your command which came under my observation!" We like very much his manly and modest declaration to Sampson: "I congratulate you most gladly on the great victory to the squadron under your command." * * * I am glad that I had an opportunity to contribute in the least to a victory that seems big enough for all of us." Doesn't Schley's declaration sum up the whole case?

Kansas City Star: The feature of Commodore Schley's report, which attracts special attention, is the liberal praise which he bestows upon his men. His generosity, however, does not exceed its modesty, and its spirit throughout is admirable. While it is not desirable that any encouragement should be given to the effort of soldiers to create a rivalry between Sampson and Schley, it is believed that the public will be more favorably impressed with the report of Schley than with that of Sampson, who seems to have taken some pains to bestow more praise on the ships engaged in the fight than on the men who operated them.

Philadelphia Press: The petty spirits who fancy that somehow injustice is done to Schley because Sampson reports the obvious and indisputable facts should now have the grace to be silent. Commodore Schley set the excellent example of according to the responsible commander the credit that belongs to him. No injustice is done to Commodore Schley by adherence to the truth. It is highly probable that had Schley been in command the victory would have been no less complete and the result no less honorable to the American navy than it was with the fleet under Sampson's command. This does not change the facts, however, or justify anyone in studiously misrepresenting them.

PERSONAL AND OTHERWISE.

American's latest captive town in Porto Rico is pronounced Ponta. The Springfield armory is turning out nearly two and a half times as many guns per month as during the busiest days of the civil war. An American newspaper man in London says that A. Conan Doyle, the author, looks like a prize fighter or a hammer thrower out of training. There is no accounting for tastes,